

CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

CD NO.

COUNTRY USSR (Leningrad MD)

DATE DISTR. 29 Dec. 1949

SUBJECT Red October and Flugov Plants in Leningrad

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April 19491. Location:

The Red October plant, also called Plant No 466, was located on Spaskaya Street, KUSHLEVKA suburb, in the northern section of LENINGRAD (30°20'E/59°58'N).

2. Layout:

Area about 2,000 x 2,200 feet with railroad siding to a railroad station south of the premises.

3. The plant construction had started prior to the war, was continued in part during the war and intensified after the war.

4. Working time:

3 shifts.

5. Production:

The plant was producing aircraft and electrical motors, and possibly other aircraft parts, all of which were shipped by rail. No finishing work was done. Soviets said that the greater part of the plant was to be established east of the Urals, especially the assembly shops.

6. Details:

a. Workshops, all steel structures. The roofs were also of steel, covered with 32 x 60 inch concrete slabs, 3 inches thick.

b. Manufacture of electric motors, minimum weight 770 pounds. They were daily shipped by rail, packed in boxes. Source occasionally helped with shipments.

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c. Test stand for electric motors.

d. Test stand for aircraft engines.

The complete test stands were marked: "Cranz & NORDHAUSEN". Fan drifts were atop the test stands and an air shaft lead through the roof. The test stands were about the shape and size of a locomotive boiler and fitted with doors. On certain days steel sheets, 6½ to 10 feet long, 5 feet wide and 12 inches thick, were inserted through the door for testing in large numbers.

e. Manufacture of aircraft engines. The engines were taken to the test stands during the night.

f. Lathe shop equipped with machines of the latest type, marked "Mercedes Benz".

g. The Flugov Plant, also called Flugov-Tekh, was about a 20-minute truck drive from Plant 466. The PWs were building a large workshop there outside the ringfence.

The engines built in the Flugov Plant were tested in Plant No 466.

h. Compulsorily engaged German civilians (engineers) and their families lived in SPASIKAYA. They were not working in the aircraft plant.

March 1947 to April 1949

7. Plant history:

This was an old plant which was considerably damaged during the war by aircraft bombs and artillery fire. The destroyed and damaged buildings were repaired and new ones erected by PWs.

8. Labor force:

About 8,000 persons, some of whom came to work by street car while others lived in the new three-or four-story buildings near the factory. Working time: 3 shifts of 8 hours each.

9. Plant management:

The plant manager was a former Soviet Air Force colonel.

10. Production:

a. Aircraft engines.

The noise of engines running on the test stands was heard day and night.

b. Engines not produced in the plant were also obviously running on the test stands. These engines arrived in

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covered trucks from the direction of the town center.
Covered trucks left the plant in the direction of the city.

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c. Ammunition. [] did not see any; he was only told by comrades that it was a special kind of ammunition.

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d. Electric motors of all sizes.

[]

June 1948 to November 1948

11. Location:

a. The Red October, northeast and near the KUSHELEVKA railroad station, Spaskaya Street.

b. Flugov, south of the intersection Karl Marx-flugov Street.

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12. PWs talked of test stands being erected in the Red October Plant. [] semi-covered tubes, about 40 inches in diameter, 10 to 13 feet behind a stone wall slanting upwards. There was a box-shaped superstructure with iron walls similar to Venetian blinds on top of the building. Judging by the noises, the engines on the test stands were not ordinary gasoline engines. The noise was described as follows:

A wailing sound, changing into a continuous whistling noise (hooting). When the teststands were running, flickering motions of the air with a light bluish hue could be observed leaving the oblique tubes. It was thought these were aircraft turbines undergoing tests. [] saw no turbines.

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13. Electric motors were manufactured in the plant. Component parts were also manufactured but no information as to their purpose could be obtained. Most of the component parts were carried away on trucks. [] a semicircular, bent aluminum tube with threaded ends. Diameter of the tube was about 59 inches; diameter of semicircle about 30 inches.
13. The component parts were shipped by truck to the Flugov Plant.

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14. [] the Red October Plant was subordinate to the manager of the Flugov Plant. Source often saw the manager of these plants (whose name was not remembered), when he was inspecting the manufacturing and the reconstruction work at the Red October Plant.

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